

Subpart 72.03—General Fire Protection

§ 72.03-1 Application.

- (a) The provisions of this subpart shall apply to all vessels.
- (b) [Reserved]

§ 72.03-5 Fire hazards to be minimized.

- (a) The general construction of the vessel shall be such as to minimize fire hazards insofar as is reasonable and practicable.
- (b) [Reserved]

§ 72.03-10 Woodwork insulated from heated surfaces.

- (a) Internal combustion engine exhausts, boiler and galley uptakes and similar sources of ignition shall be kept clear of and suitably insulated from any woodwork or other combustible matter.
- (b) [Reserved]

§ 72.03-15 Lamp room construction.

- (a) Lamp, paint, and oil lockers and similar compartments shall be constructed of steel or shall be wholly lined with metal.
- (b) [Reserved]

Subpart 72.04—Navigation Bridge Visibility

§ 72.04-1 Navigation bridge visibility.

Each passenger vessel which is 100 meters (328 feet) or more in length and contracted for on or after September 7, 1990, must meet the following requirements:

- (a) The field of vision from the navigation bridge, whether the vessel is in a laden or unladen condition, must be such that:
 - (1) From the conning position, the view of the sea surface is not obscured forward of the bow by more than the lesser of two ship lengths or 500 meters (1640 feet) from dead ahead to 10 degrees on either side of the vessel. Within this arc of visibility any blind sector caused by cargo, cargo gear, or other permanent obstruction must not exceed 5 degrees.
 - (2) From the conning position, the horizontal field of vision extends over an arc from at least 22.5 degrees abaft

the beam on one side of the vessel, through dead ahead, to at least 22.5 degrees abaft the beam on the other side of the vessel. Blind sectors forward of the beam caused by cargo, cargo gear, or other permanent obstruction must not exceed 10 degrees each, nor total more than 20 degrees, including any blind sector within the arc of visibility described in paragraph (a)(1) of this section.

- (3) From each bridge wing, the field of vision extends over an arc from at least 45 degrees on the opposite bow, through dead ahead, to at least dead astern.

- (4) From the main steering position, the field of vision extends over an arc from dead ahead to at least 60 degrees on either side of the vessel.

- (5) From each bridge wing, the respective side of the vessel is visible forward and aft.

- (b) Windows fitted on the navigation bridge must be arranged so that:

- (1) Framing between windows is kept to a minimum and is not installed immediately in front of any work station.

- (2) Front windows are inclined from the vertical plane, top out, at an angle of not less than 10 degrees and not more than 25 degrees.

- (3) The height of the lower edge of the front windows is limited to prevent any obstruction of the forward view previously described in this section.

- (4) The height of the upper edge of the front windows allows a forward view of the horizon at the conning position, for a person with a height of eye of 1.8 meters (71 inches), when the vessel is at a forward pitch angle of 20 degrees.

- (c) Polarized or tinted windows must not be fitted.

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Subpart 72.05—Structural Fire Protection

§ 72.05-1 Application.

- (a) The provisions of this subpart shall apply to the following vessels:
 - (1) All vessels of 100 gross tons and over.
 - (2) All vessels which carry more than 150 passengers.

(3) All vessels on an international voyage.

(b) The provisions of this subpart, with the exception of § 72.05-90, shall apply to all vessels noted in paragraph (a) of this section contracted for on or after May 26, 1965. Such vessels contracted for prior to May 26, 1965, shall meet the requirements of § 72.05-90.

§ 72.05-5 Definitions.

NOTE: The parenthetical number after each space refers to the applicable column and row number in tables 72.05-10 (d) through (g).

(a) *Safety areas* will be considered as including the following spaces:

(1) Control stations, i.e., spaces containing the emergency source of power, and those spaces in which a continuous watch is maintained and in which navigating, radio, or fire-control equipment is located. (1)

(2) Passenger and crew stairway and elevator enclosures. (2)

(3) Passenger and crew communicating corridors. (3)

(4) Open decks and enclosed promenades in way of lifeboat embarkation or lowering positions. (4) (See also paragraph (l) of this section.)

(b) *Accommodation spaces* will be considered as including the following spaces:

(1) Public spaces, such as halls, dining rooms, messrooms, lounges, cafes, and other similar spaces normally accessible during the voyage. (5) through (7) (Depending upon size and furnishings.)

(2) Public sales rooms and similar spaces. (6) or (7) (Depending on size.)

(3) Staterooms, including passenger and crew rooms, barber shops, beauty parlors, offices, dispensaries, etc. (5) or (6) (Depending on furnishings.)

(4) Washrooms and toilet spaces, both public and private. (8)

(5) Isolated lockers and small store-rooms in accommodation areas. (6)

(6) Isolated serving pantries, etc., in accommodation areas, with incombustible furnishings. (8)

(7) Operating rooms. (8)

(8) Small laundries containing only tubs and washing machines, with no facilities for drying other than small electric driers. (8)

(9) Small cleaning gear lockers containing only slop sinks, and having no

room for stowing materials other than a broom, mop, cleaning powder, soap, etc. (8)

(10) Large cleaning gear lockers having considerable stowage space. (6) or (9)

(c) *Service spaces* will be considered as including the following spaces:

(1) Motion picture projection rooms and film stowage rooms. (6) or (9)

(2) Galleys, main pantries, and store-rooms, including alleyways and stairs, part of and for the exclusive use of such spaces. (9)

(3) Diet kitchens. (6) or (9) (Depending on furnishing.)

(4) Work shops (not part of machinery spaces, galleys, etc.), large laundries, drying rooms, mail and baggage rooms, etc. (9)

(5) Garbage disposal and stowage rooms, and trash stowage rooms. (9)

(6) Paint and lamp rooms, and similar spaces containing highly combustible materials. (9)

(d) *Machinery spaces*—will be considered as including the following spaces:

(1) Main machinery spaces, including trunks and casings, alleyways, gratings, and stairways, part of and for the exclusive use of these spaces, auxiliary machinery spaces containing internal combustion machinery or other oil burning, heating, or pumping units, and fuel oil filling stations. (10)

(2) Auxiliary machinery spaces containing only pumps, tanks, electrical machinery, ventilation or air conditioning equipment, resistors, steering machinery, stabilizer machinery, etc. (12) (Where such spaces contain considerable stowage space for combustibles.) (10)

(e) *Cargo spaces* will be considered as including the following spaces:

(1) Cargo holds, lockers, and trunks, both accessible and inaccessible and including refrigerated cargo spaces and cargo oil tanks intended for the alternate carriage of dry cargo. (11)

(2) Cargo oil tanks if not intended for the alternate carriage of dry cargo. (12)

(f) *Miscellaneous spaces* will be considered as including the following spaces:

(1) Fuel and water tanks and voids. (12)